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The Story of Admiral Dewey's Love, Courtship and Sorrow.

THE real life romance of Admiral Dewey has been told at last. It is vouched for by the one who knows more about it than any other living person except the grand old Admiral himself—Mrs. Mary P. Greeley, the Admiral's sister.

Mrs. Greeley is a stately, white-haired woman, in whom there is distinctly traceable a resemblance to her famous brother. The strength of his features has been refined away into the beauty of hers. She is soft of voice and gentle of manner. She lives in a quiet little home in Montpelier, and there she received a representative of the Sunday Journal and told her the story of her brother's love.

There is a supreme love in every life. "It is a flame," said Maurice Barrymore, "compared with which the others are as matches." So thinks Mrs. Greeley. "I never knew of but one love affair of my brother's," she said, "and that resulted in marriage and ended in early death."

Thirty-two years ago a dashing young lieutenant was stationed at Kittery Navy Yard, just below Portsmouth, N. H. He was scrupulously careful as to his dress, but the word "dude" had not been invented then, and those who ventured to sneer at "Dandy Dewey" did so under their breath.

They feared not only the strong arm of "Dandy Dewey" himself, but the equally unrestrained displeasure of his friends. He had many friends, for he was high in favor in Portsmouth society. Naval officers were always in demand at the exclusive dinners and balls at Portsmouth. But Lieutenant George Dewey was the most popular of them all.

There was a reason for this apart from the young officer's compelling personality. Ichabod Goodwin, the war Governor of New Hampshire, liked him and predicted future greatness.

"There's a lot in George," he would say with a chuckle. "He has the right sort of grit. We'll hear from him in a time that's coming."

At that period Gubernatorial opinion had more weight than now, just as Congressional influence was greater than it is today. Governor Goodwin's social fiat had gone forth and Lieutenant Dewey became the "rage" in Portsmouth's most conservative society.

Governor Goodwin had a daughter, a gentle, pretty young creature. Susan she had been named, in memory of the mother who was gone. "Susie," her father called her, because he disliked the dignified sound of the more austere Susan. Susie Goodwin had all the housewifely arts at the tips of her dainty fingers, but there was a strain of the old Ichabod in her too, that made her find the atmosphere of the State House congenial. She often went with her father to his office, doing the work of a secretary when need be. Oftener doing the duty of the daughter, advising, suggesting, soothing.

When the troublous time of 1861 came to harass the souls of the North and South Susie Goodwin was seventeen years old. She was a slender, delicate creature, reminding one at first glance of a wind-blown flower. But her eyes were steady and her lips had a trick of setting themselves in a firm, straight line.

Passing a group of men on the day that President Lincoln issued his call for 75,000 troops, she heard some one say, "What will Ichabod Goodwin, the old copperhead, do now?" Susie Goodwin flushed and her eyes looked fixedly at the old State House, her pretty lips tightening.

She hurried to her father's office. They talked earnestly for a long time.

The next day Governor Goodwin issued a call for troops. "The Legislature not being in session, I will be personally responsible for the expense of equipment," he said. He put his entire fortune into the balance. The cost of equipment covered it all—$80,000. That was the stiff old fellow's answer to the charge that he was a "copperhead," and it was his school-girl daughter, Susie, who suggested the answer.

The girl was Susie Goodwin, the Governor's daughter, and the belle of Portsmouth. She was as beautiful, as patriotic and as positive as ever, when the war closed.

The Legislature had given her father's fortune back to him and he had settled down in his Portsmouth home to enjoy private life for the remainder of his days, when Lieutenant Dewey was sent to the Kittery Navy Yard.

"Dandy Dewey" went to a ball at the home of a leading citizen of Portsmouth on the night after his arrival. As he entered he met an interesting trio.

"Ex-Governor Goodwin and Miss Goodwin," said his host suavely. "With Commander Rhind, I fancy you are already acquainted."

Commander Rhind, of the war ship Narragansett, was known to every man, young or old, in the navy. He was a gallant officer. He, too, was stationed at Kittery. "Dandy Dewey" bowed to the superior officer, to the ex-Governor and to his lovely daughter He bowed very low to Susie Goodwin and she responded with an arch courtesy. Then the trio passed on and "Dandy Dewey's" companion, another young officer, told him that Commander Rhind's suit for Miss Goodwin's hand was the talk of Portsmouth.

"It's ten to one he wins her," added the officer, but the lieutenant did not reply.

Fifteen minutes later he was leading the Governor's daughter out to dance. He danced with her three times. The third time Commander Rhind observed, and frowned, and pulled his mustache moodily.

The next afternoon when he called he found Lieutenant Dewey there. Noting the scrupulousness of the young man's dress the older one muttered something about a popinjay.

Two days later "Dandy Dewey," drove with Miss Goodwin, and the next evening he met her at a dinner, from which Commander Rhind was unavoidably absent, and took her in. At the next ball he had his quota of three dances early in the evening and two were waltzes. Governor Goodwin heard him asking for a fourth dance and heard his daughter's laughing refusal.

He was quiet at breakfast the next morning, but when the family were separating after the meal, he patted his daughter's brown head.

"Wanted another dance, didn't he?" he chuckled. "They say George Dewey's a bit reckless, but I'll be hanged if I can help liking him. He has grit and he will be heard from one of these days."

Susie, like the coy maidens of her day, said little, but her blush enlightened her father.

Soon after Lieutenant Dewey was delighted to receive an invitation to dine at "Governor Goodwin's." He was the first guest to arrive. The Governor honored Commander Rhind by claiming his society for most of the evening. "Dandy Dewey" devoted himself to Miss Susie.

Perhaps Providence favored the impetuous young man's suit. Perhaps blind, stupid chance alone was accountable. Be that as it may, just as the alternate visits of the commander and the subordinate officer were becoming interesting to piazza and parlor conventions in Portsmouth, the Narragansett was ordered away, and Commander Rhind with it. Thereafter there was no obstacle to the progress of "Dandy Dewey," except such as Commander Rhind's letters interposed.

He embraced this opportunity with his usual impetuosity. Soon the good-natured gossips noticed that Susie Goodwin wore a sparkling new brilliant on the third finger of her left hand.

"Commander Rhind or Lieutenant Dewey?" they queried fluttering among themselves, just as they had fluttered and queried when a carriage stopped at the Goodwin mansion and they wondered which would alight? The old Governor chuckled.

Wedding cards put an end to the speculation of the gossips. "Commander Rhind or Lieutenant Dewey?" they said tremblingly when they saw the Goodwin crest on the envelope. "Dewey," it was and their delicious fevers of uncertainty were over. The wedding took place at the Goodwin mansion, October 24, 1867.

Again fortune had favored the young wooer. The impending orders came, but not until after the wedding. Shortly afterward "Dandy Dewey" was ordered on duty in European waters, and for nearly two years he was separated from his young wife.

When he returned he was not only a commander, but he was also assigned to the Narragansett instead of his one-time rival, Commander Rhind. The young couple spent their second honeymoon, a prolonged one, at Newport. Here, in the closing hours of 1872, their son was born. The young mother lived long enough to rejoice in the new happiness that had come to her.

"We will call him George Goodwin, dear," she said. "George for his father and Goodwin for mine. Does that please you?"

Five days after the birth of little George Goodwin Dewey his lovely young mother died. Commander Dewey's grief was not demonstrative. But he would never talk of his loss, nor permit any one else to do so, and he took up his naval duties again with a grim determination and absorption that were more pathetic than tears.

He ordered two medallion portraits of his wife painted on ivory by an eminent Roman. One of these he carried with him until it was lost at sea. The other is one of the treasures of the Goodwin home at Portsmouth.

And now that Governor Goodwin's oft-repeated prediction has been fulfilled and we "have heard from George" in the thunder from Manila that rolled round the world, the Admiral's home coming would be sweeter were there one more to see his splendid welcome, one whom in those long gone, golden days he called wife.

ADA PATTERSON.

THE SECRET OF ENGLAND'S WONDERFUL NEW BATTLE SHIP.

ENGLAND is about to lay down at her Devonport yards the keel of the first of a batch of battle ships designed to carry the heaviest armor and most powerful batteries on extraordinary light draught.

The greatest secrecy has attended the preparation of the plans of these ships, and although the details are not known to a mathematical certainty naval architects in Washington have learned enough to pattern almost completely the British designs.

There is especial interest for Americans in knowing the features of the new British battle ships, for no reserve is maintained in English official circles that he new craft are designed with special reference to offset the new United States battle ships Maine, Ohio and Missouri.

The last three named vessels are generally regarded as the most powerful fighting ships ever designed by any nation. No battle ship in existence embodies so many qualities of efficiency as are to be found in the designs of the new American vessels. It is this fact which has alarmed England, and with the consequence that the best talent in that country has been called upon in the preparation of plans for new ships.

English warships have seldom been characterized by light draught. A draught of twenty-eight feet may be considered as normal for the average British battle ship. In many instances British battle ships, when in full cruising trim, draw thirty feet of water.

It has been a matter of pride with American naval architects that a war ship can be turned out in the United States which will possess all the essentials of a foreign-built craft, and still draw less water. While many British armored ships draw between twenty-eight and thirty feet of water, the new Maine and her sisters, Ohio and Missouri, will draw each only twenty-three feet six inches of water.

The enormous draught of the majority of England's war vessels precludes to a great extent the use of those ships in American waters. With the exception of three or four ports on the Atlantic coast—and then only at high water—and two ports on the Pacific coast, England's leviathans are effectually barred from entering United States waters.

The British Admiralty officials now claim that their new battle ships will draw less water than any similar ships afloat, and that in point of speed and battery power the new craft will excel any vessels in existence or in process of construction anywhere.

The battery plans of the new British ships are not yet definitely known. The present plans, it is understood, are apt to be changed at any time, but there is an official statement to the effect that each ship will carry fifty-two guns. With the exception of four 12-inch wire-wound guns mounted in the fore and aft central line of each ship the batteries will consist of quick-firing pieces of 6-inch calibre or thereabouts.

From the best information obtainable it is asserted that the light-draught feature of the new British ships has been secured incorporating the prominent ideas which prevailed in the Russian yacht Livadia.

The Livadia was built in Scotland for the Imperial Russian household. As the prince who was most directly interested in that craft was easily rendered seasick, it was ordered that the Livadia should be built so as to possess the maximum degree of steadiness. Everything was sacrificed to comfort.

The principal dimensions of the Livadia were: Length, 190 feet; beam, 120 feet, and extreme draught, about 12 feet. The hull proper resembled an oval. Around this oval was built a cofferdam, which was secured to the interior hull. After the cofferdam had been placed the whole was enclosed with sheathing.

The sides of the Livadia rose to a height of twenty feet above the water. On the upper deck was built a superstructure in salient form. Powerful engines were fitted, and despite the oval shape of the hull the under-water lines had been so well laid off that a speed of fifteen knots per hour was actually obtained.

The light draught of the Livadia was assured by the great beam of that craft, supplemented by the additional flotation power of the cofferdam. This cofferdam was divided into longitudinal and athwartship compartments, and had a width at the widest part of fifteen feet.

No stores or weights of any kind were carried in the cofferdam. The outside shell, as it might be termed, served wholly to break the force of the waves and to lighten and steady the ship. Even with the cofferdam pierced and with every cell filled with water the draught of the Livadia is increased only twenty-two inches, while at the same time the ship is rendered steadier.

The Livadia encountered a terrible storm in the Bay of Biscay while en route from Brest to Ferrol. The steadiness of the ship was remarkable. The greatest angle of roll recorded was four degrees, and the greatest angle of pitch five degrees. This is trifling when compared with the thirty degrees angle of roll each way from the vertical which has frequently been recorded on naval ships. During the blockade of Havana it was a common sight to see the small gun vessels during the prevalence of a fresh trade blow rolling, many of them, from twenty to thirty degrees each way from the vertical.

In point of steadiness and seaworthiness the Livadia demonstrated that she was a remarkable craft. The experience gained in the Bay of Biscay storm taught the value of the cofferdam arrangement, while additional ideas were gleaned as to the best method for securing to the hull proper the outside protection.

In the new British battle ship the designs, it is said, first call for a hull proper with very pronounced sloping sides. Around this hull will be placed a cofferdam construction, reaching from well below the water to the level of the main deck.

The cofferdam is expected to serve the same as would pontoons if lashed alongside. When a vessel's draught is too great to permit of her crossing a bar or shallow spot a common recourse is to lash pontoons alongside filled with water. When firmly secured the pontoons are pumped out and the additional flotation power causes the vessel to rise in the water.

A vessel's draught is lessened when the beam is increased. In their new design the British architects have first built a vessel proper according to standard rules, though with perhaps more slope to the sides than would be the case were no outside hull provided. The steadiness of the ship has been increased by building a jog in the underwater hull on each side, which serves the same purpose as bilge keels. A bilge keel, it should be known, acts as a steadying power much the same as a balance pole does for the tight-rope walker.

In adopting the "break-in-the-hull" feature the English designers have appropriated an essentially American idea. It was Ericsson, the inventor of the Monitor, who originally incorporated a projecting overhang to a hull in order to secure greater righting qualities. In the ill-fated British war ship Captain the English designers attempted a low freeboard vessel without an overhang, and with the result that that ship foundered at sea. Where there is no overhang stability is secured by building high sides.

A high-sided ship, which is further made steady by reason of bilge keels, possesses the advantage of carrying her battery well above an ordinary sea. In a low freeboard vessel of quick movement it might often happen that the guns could not be worked in even a sea of moderate height.

Additional data regarding the new British battle ships give the length of each craft as 425 feet, beam 85 feet and draught 22 feet. The displacement will be about 13,000 tons. The engines, it is said, will develop about 18,000 horse-power, and it is expected that the speed will approach closely to nineteen knots.

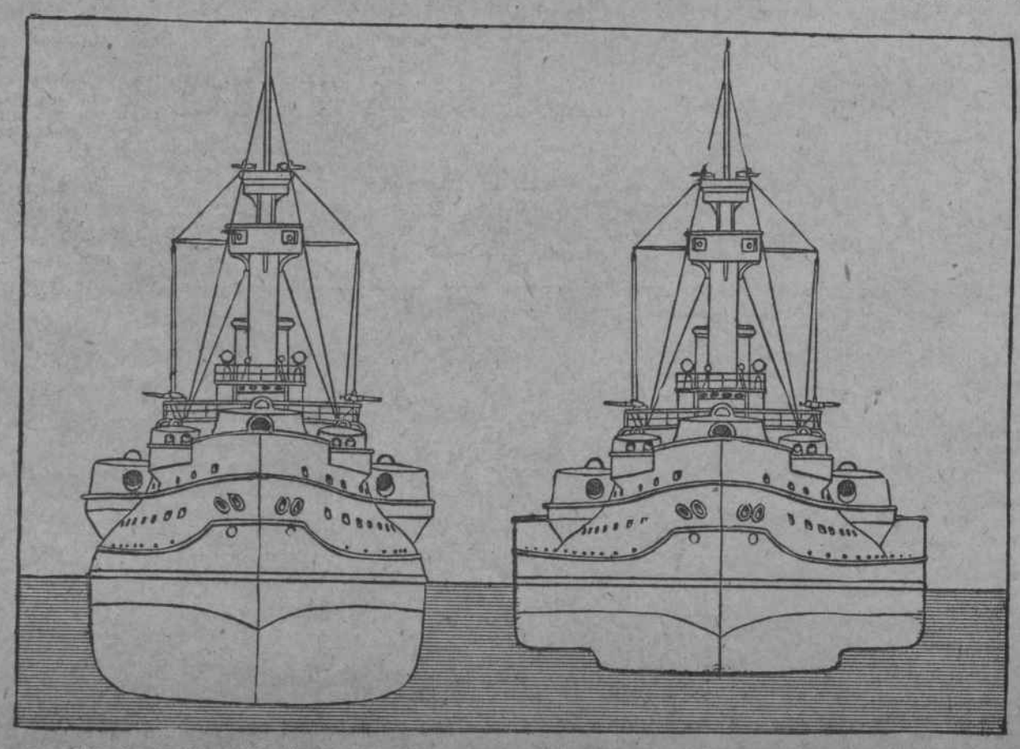
The reported horse-power development planned for the new British ships is a great advance on the power generally planned for battle ships. The engines of the new Maine are calculated to develop 16,000 horse-power, or 6,000 horse-power more than the engines of the Indiana, Massachusetts and Oregon type ships.

In the case of the Livadia the outer cell compartment was made of comparatively light material. It was intended to take up the vibratory effects of each wave shock, while at the same time adding to the flotation qualities of the ship.

The cofferdam arrangement of the new British ships, it is understood, will be constructed with special reference to strength. The armour will be placed on the outer skin, and this when backed at the water line vicinity with corn pith serves to close any opening occasioned by the entrance of a shot. This is effected through the medium of the expansive properties of the corn pith matter when brought in contact with water.

The first of the new British battle ships will be laid down in about four weeks' time. The prototype of the class is expected to be finished in one year hence.

The new Maine is now building at the yards of the Cramps, of Philadelphia. Owing to the trouble at present experienced in the United States in securing prompt delivery of steel it is feared that the Maine will be delayed fully six months in her completion. A conservative estimate places the completion of the Maine at early in the Summer of 1901



"Head-on" View of England's New Naval Wonder Compared with the Present Type of Battle Ship.